

Message

From: Waldeck, Garry (DEP) [garry.waldeck@state.ma.us]
Sent: 11/23/2022 4:05:22 PM
To: Nierenberg, Kara [Nierenberg.Kara@epa.gov]
Subject: FW: Hopedale Railyard, Contaminated Soils spill

Flag: Follow up

As far as I can tell, it was not a reportable release. And it was immediately cleaned up. Therefore, no notification, per any regulation, would require to notify the Town.

Garry

From: Ed Burt <eburt.hd@gmail.com>
Sent: Wednesday, November 23, 2022 10:01 AM
To: Nierenberg, Kara <Nierenberg.Kara@epa.gov>; Bruce Thompson <brucet@demaximis.com>; Waldeck, Garry (DEP) <garry.waldeck@mass.gov>
Cc: Tim Watson <twatson@hopedale-ma.gov>; BOH Members <bohmembers@hopedale-ma.gov>; Hopedale Conservation Commission <Conservation@hopedale-ma.gov>; Glenda Hazard <ghazard@hopedale-ma.gov>
Subject: Hopedale Railyard, Contaminated Soils spill

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Hi Kara,

It's been almost a full week now since contaminated soils from NMI spilled within Hopedales's Zone II Water protected district. The spill happened on the first day of the delivery of this material. No official notice, with any detailed information has been provided about the spill or any subsequent transports.

The questions around the Zone II requirements and emergency procedures remain, while the situation also reinforces the concerns related to:

1. The lack of local oversight and inability to perform their public safety responsibilities.
2. The lack of preparation for this material to reside within a Zone II, most likely because the subcontractors in this may have never disclosed the fact this transport was going through a Zone II water protected district.

Please provide detailed responses to the outstanding questions, below, by end of day Monday, November 28, so we have the most up to date information to help us establish our next steps to address this issue.

Thank you,

Ed

Specific questions from Conservation Committee:

1. How far away, in feet, was the spill from the Mill River

2. How far away, in feet, was the spill from the wetlands located behind 127-129 Mendon Street (Route 16).
3. Was any of the spill located within the FEMA regulated floodplain located on the property.
4. Did any of the material fall into the Mill River or the wetlands listed.

Regarding the truck route:

1. The Hopedale Police Chief did forward Bruce Thompson's email notice. We only have the Hopedale contacts. Was Milford corrected in the documentation and notified?
2. Any issues with the area being under construction just before the railyard entrance?
3. Any issues regarding the Milford downtown route?
4. A resident commented about a truck on Route 140, coming north. A route that is not on the NMI plan. Was that one of the NMI trucks?

Regarding the soils, and packaging:

1. Any malfunctions in the bags during transit?
2. Any malfunctions in the bags going from truck to train car - First bag and all bags to fill the rail car? (YES, there was a 'small spill', picture attached, clean-up addressed per Appendix C)
3. Any residue outside of the packages in the trucks, or the rail car? (Yes, per #2)

Regarding the process:

1. When the truck was loaded in Concord, how were the materials validated as safe to be transported?
2. Was the same process repeated when arriving in Hopedale to ensure that there were no issues during the truck transport?
3. After transporting the bags from truck to train car, was a similar process repeated to ensure nothing happened in the truck to rail car move? (For both the truck and the railcar)
4. What is the daily oversight and documentation process? Who confirms that what was expected actually happened?
5. When will Appendix C be updated to reflect the situation that just happened, bag malfunctions during the truck to train gondola loading and that GURR's Hopedale railyard is in fact in Hopedale, MA and is in fact a Zone II Water Protected District?

Regarding the emergency procedures:

1. Was a test of these procedures done, simulating various situations?
2. Were the trucks splash guards or a similar protection in place?
3. Were ground barriers, rail pans and/or additional ground level protections in place? (NO, per the picture).
4. Were all personnel knowledgeable in what to do if there was a spill?

There are a number of local officials, with various oversight responsibilities that would like to see this operation in person. How can we make that happen?